THE WEEKLY OF BUSINESS AVIATION

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LEARJET HALTS 20/30 SERIES PRODUCTION, ANNOUNCES MORE LAYOFFS

Gates Learjet Corp. is suspending production of its 20 and 30 Series aircraft models and said it planned to lay off 300 employes at its Wichita, Kan. plant last Friday as a result of that decision. In addition, the company warned that additional layoffs during the rest of 1982 could boost the total number of furloughed employes to 2,500 by yearend.

The company announced this spring that it planned to lay off about 1,500 workers by the end of 1982 because of slumping demand for aircraft *(BA, May 31/170)*. That schedule was subsequently accelerated and the last 250 of those 1,500 workers were scheduled to work their final day last Friday (July 30) at the company's Tucson, Ariz. plant. The 300 additional layoffs in Wichita will bring the total number of company employes laid off to 1,950, including 150 announced in March and the 1,500 announced in May.

In announcing a temporary halt to its 20/30 Series aircraft production, Gates Learjet said "additional reductions in force are planned in the months ahead, unless there is a sharp improvement in new airplane sales." The company said total layoffs by yearend "could be as high as 2,500 . . . (which) would represent some 43 percent of the Aircraft Division's peak employment of approximately 5,800" early this year.

The company reiterated an earlier statement that instead of increasing production of the new 50 series aircraft to seven units per month as originally planned, production of those aircraft "will continue at its present rate of four units per month, although market conditions are being closely monitored." Officials told *BA* earlier that the company was experiencing "great difficulty" confirming delivery arrangements with customers who had placed orders for the 50 series aircraft.

GENERAL AVIATION ACCIDENTS DOWN IN FIRST HALF, BUT FATALITIES UP

The number of general aviation accidents in the U.S. was down more than eight percent in the first half of 1982, according to preliminary data compiled by FAA, but the total number of fatalities as a result of those accidents was up nearly four percent.

The agency said there were 1,628 GA accidents in the first six months of 1982, compared to 1,782 in the same period of 1981. Total fatal accidents also fell, from 316 in the first half of 1981 to 291, a decrease of 7.9 percent. Total number of fatalities increased, however, from 561 in the first half last year to 583 this year. FAA officials said they believe the higher number of fatalities despite the lower number of total accidents resulted from the increased use of larger aircraft capable of carrying more passengers.

One of the reasons for the lower number of accidents is believed to be the reduced level of flying activity, particularly in the personal flying category. FAA officials said they do not have exposure data for the first six months of 1982, but constraints implemented as a result of the controllers' strike that began a year ago—coupled with the generally poor economic conditions—are believed to have resulted in less flying activity. While FAA officials caution that it is difficult to draw direct comparisons with accident statistics from prior years (the dividing line between accident/incident has been revised several times), it appears that 1982 could establish a modern-day record for fewest GA accidents. Lowest annual total recently was 3,760 last year. The last time total GA accidents fell below 3,000 was in 1939, when the number of aircraft and pilots was only a fraction of current levels.

(Continued on the following page)

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AVIATION STANDARDS
MONTHLY CIVIL AIRCRAFT ACCIDENT REPORT
JUNE 1982

PRELIMINARY NOTICE DATA - CUMULATIVE BY MONTH *

1979			1980			ACTIVITY GROUPS	1981			1982		
TOT.	F.	FAT.	TOT.	F.	FAT.		TOT.	F.	FAT.	TOT.	F.	FAT.
18	4	281	7	1	13	Airline	13	3	9	6	2	80
24	8	39	21	2	9	Commuter	15	4	19	7	2	3
90	13	35	67	13	35	Air Taxi	60	17	42	76	16	31
2	0	0	3	0	0	Other	1	0	0	0	0	0
134	25	355	98	16	57	TOTAL	89	24	70	89	20	114
1071	193	370	1012	217	428	Personal	1012	220	392	934	199	424
222	33	65	185	30	54	Business	209	32	63	211	41	78
10	3	13	11	7	29	Executive	5	2	13	6	3	12
339	17	21	260	22	34	Training	216	7	12	207	11	19
204	17	17	172	7	7	Aerial Appl.	200	15	17	149	10	10
27	8	20	33	7	12	Indust/Spec.	51	10	20	49	11	12
107	25	44	100	35	69	Other Civil Aviation	89	30	44	72	16	28
1980	296	550	1773	325	633	TOTAL	1782	316	561	1628	291	583
12	7	16	11	9	28	MIDAIR COLLISION	14	7	32	12	7	27

PRELIMINARY NOTICE DATA - CALENDAR YEAR TOTALS *

242	44	467	193	43	135	Air Carrier	191	42	116			
3996	640	1246	3708	644	1284	General Aviation	3760	674	1251			
23	14	35	22	10	56	Midair Collision	27	13	47			

All Data Are
Preliminary FAA
Data.

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